New Jersey Department of Transportation

1998 Annual Report
Conditions and Trends

Infrastructure

Maintenance and Operations

Capital Program

Safety

MVS Operating Statistics

Goods Movement

Air Carrier Passenger Traffic

Modal Choice

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James Weinstein
Transportation Commissioner
Board Chairman, NJTransit

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James Weinstein
Transportation Commissioner
Board Chairman, NJ Transit

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Printed February 1999

1998 Annual Report on Conditions and Trends

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I. INTRODUCTION

The purpose of the annual report is to provide information about NJDOT's performance in infrastructure, operations and management practices; a way to monitor progress on selected measures.

The ***1998 Annual Report on Conditions and Trends***—was coordinated and prepared by NJDOT Bureau of Statewide Planning. NJDOT divisions and several outside agencies were asked to provide available data to update their performance measures. This available data, provided the material for this third annual report.

Since the ***1997 Annual Report on Conditions and Trends*** was completed, the Department has developed and refined specific goals, objectives and performance measures. Beginning in September, 1997, twenty-five of these measures are now provided to the Commissioner in a monthly management report format. The Monthly Management Report provides up-to-the-minute, detailed information by department on critical issues and key performance indicators. Over the course of twelve months, the Annual Report will allow the Department to examine the larger transportation picture of the state, historic conditions and trends, and the effects over time of departmental policies, or changes in policies.

The ***1998 Annual Report on Conditions and Trends*** consists of two documents: (1) a series of 43 performance measures categorized in 8 departmental activities, categorized by department activity; (2) a list of Resource Contacts who provided the data in this report.

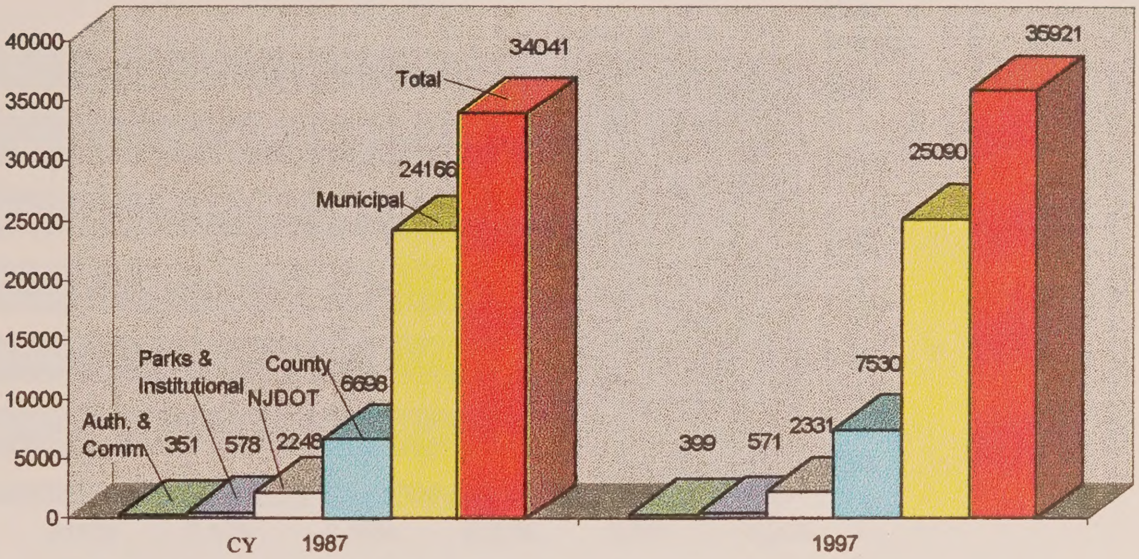
The Annual Report as a Measure of Strategic Performance
With additional refinements, future iterations of the Annual Report will provide a valuable tool for measuring the Department's performance. To date no specific effort has been made to qualify and assess the Department's progress in strategic areas.

When combined, these tools will allow the Department to truly measure progress, and will provide senior management with (1) a means to measure operations and demonstrate accountability, (2) a central place to locate meaningful information about the department's activities and transportation in New Jersey, (3) the ability to assess gaps in performance measures and standards, and (4) a means to contrast consistency of performance with public perception.

To all participants, "Thank you for a high level of participation"

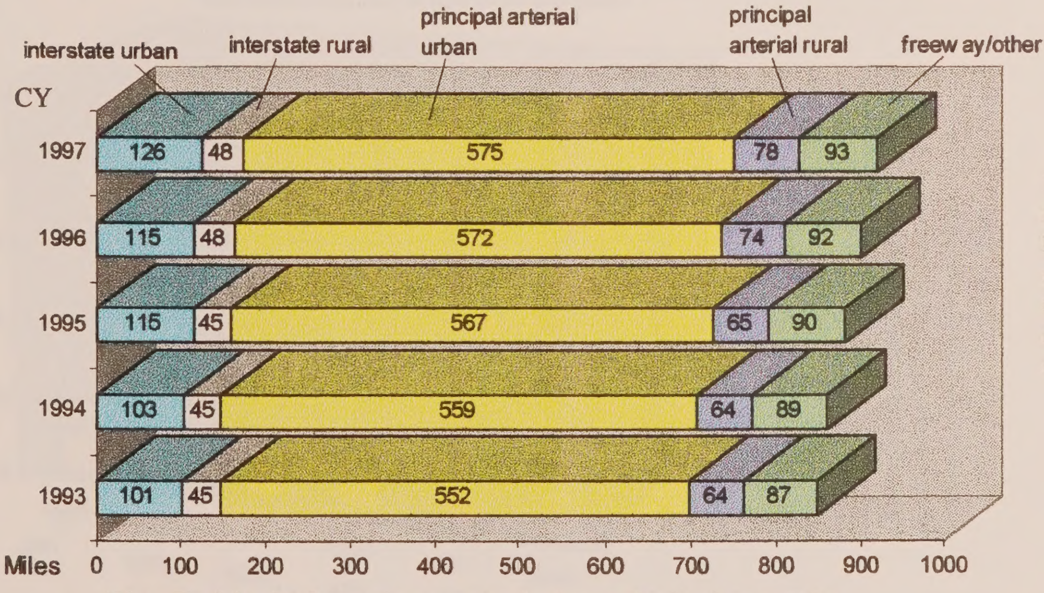
INFRASTRUCTURE

Roadway Ownership by Miles



Municipal and County roadway miles show the greatest increase from 1987 to 1997 .

Congested Route-Miles, by Functional Classification*



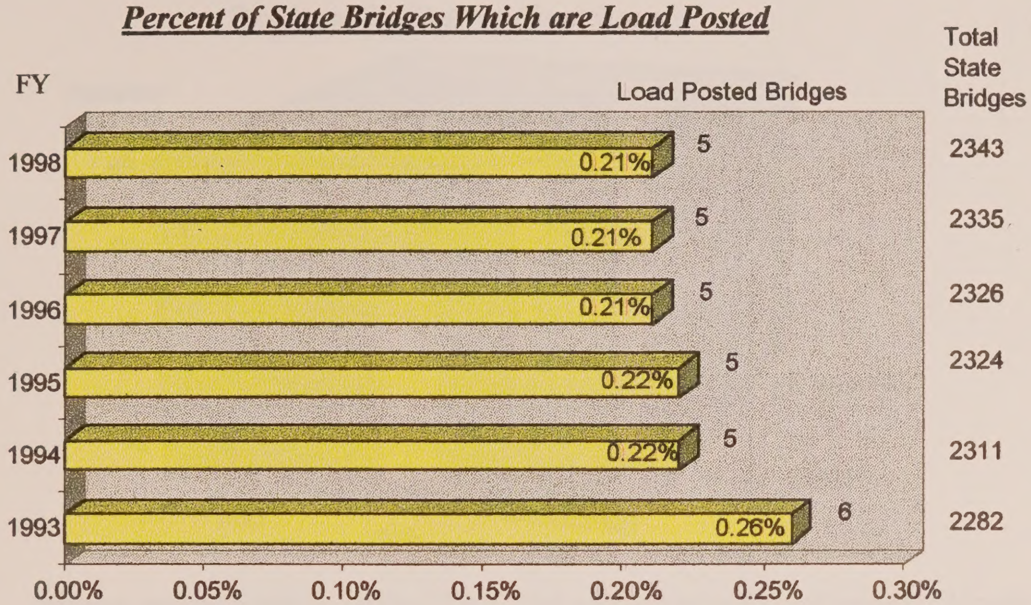
In 1997, more than 35% of the state highway system carried more than 80% of their designed capacity during peak hours.

**Note: The federal definition for congestion has been utilized in these statistics, and is defined as a roadway with .8 or greater volume-to-capacity(v/c) ratio.*

Source: Bureau of Data Development, NJDOT & Bureau of Technical Analysis, NJDOT by Calendar Year

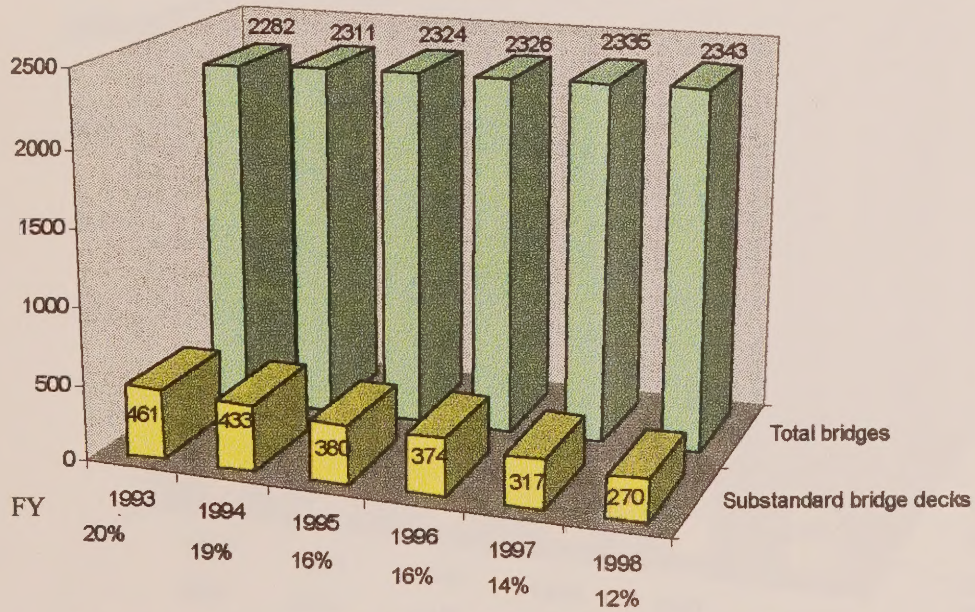
INFRASTRUCTURE

Percent of State Bridges Which are Load Posted



The number of state highway bridges which are posted has consistently been less than one percent of total State bridges.

Substandard State Bridge Decks

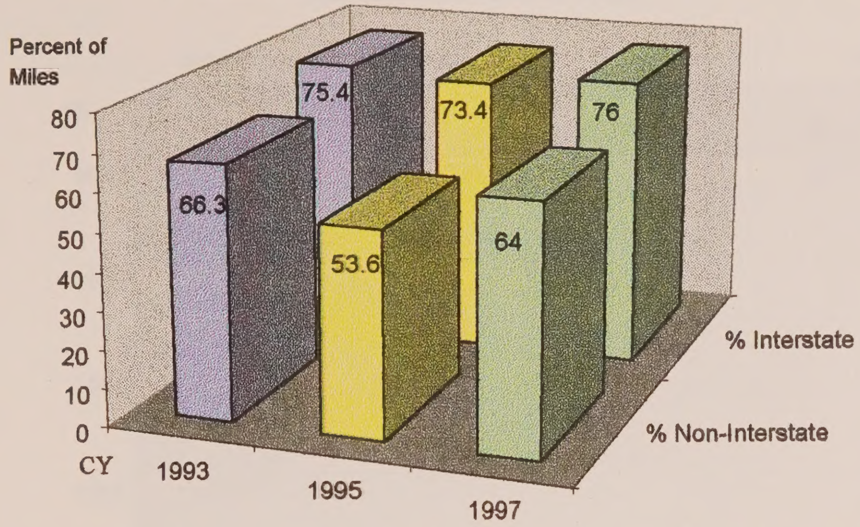


Total number of Substandard State bridge decks has declined from 1993 to 1998.

Source: Structural Evaluation and Bridge Management, NJDOT

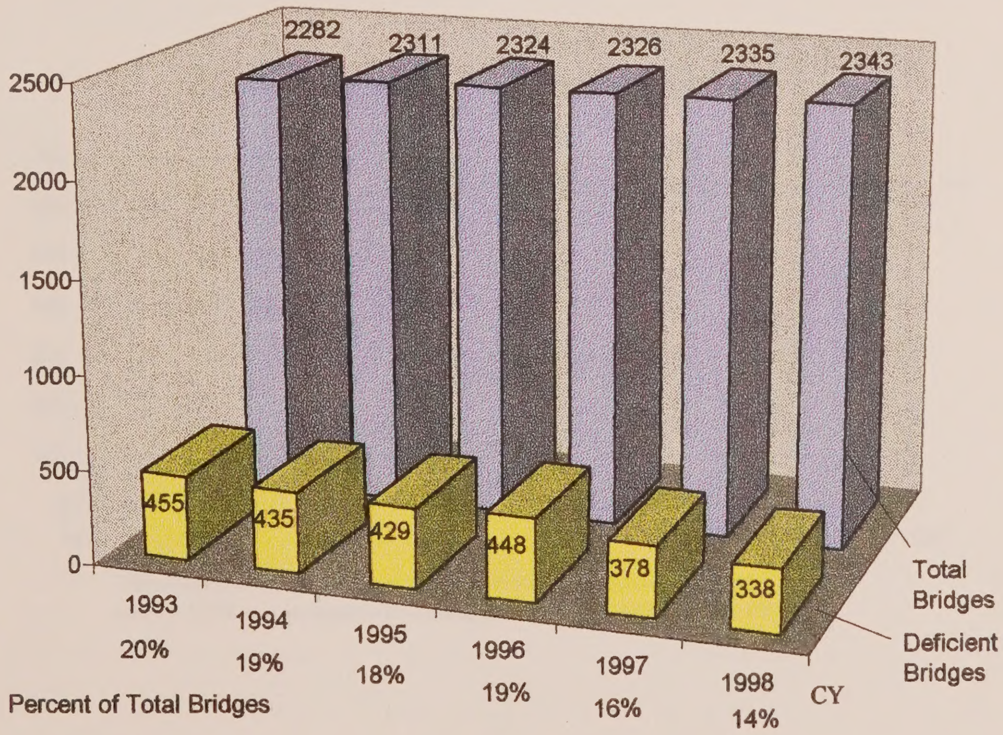
INFRASTRUCTURE

Pavement in State of Good Repair



Pavement condition is rated on a scale of 0 to 5. Final pavement rating is a combination of ride quality and surface distress indices. "State of Good Repair" is defined as a pavement rating of 3.0 or better. The percent of roadway in "State of good repair" has declined from 1993 to 1995, then increased in the 1996- to 1997 period. Traffic and the severity of the winter determines the state of pavement.

Structurally Deficient Bridges: State Jurisdiction

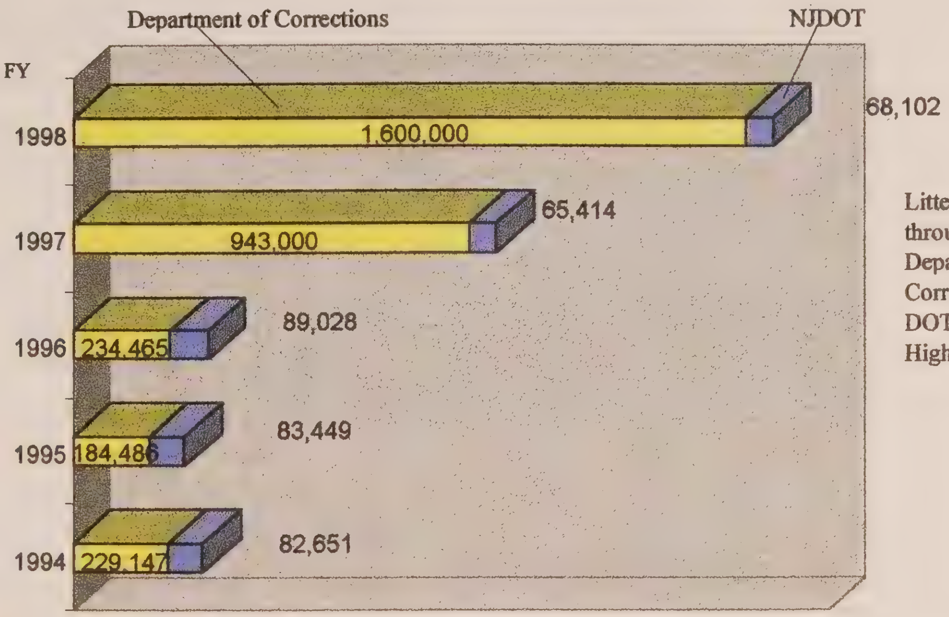


Percent of Structurally Deficient bridges has declined from 20% in 1993 to 14% in 1998.

Source: NJDOT Safety Management System, "Annual Safety Report FY1997"

MAINTENANCE AND OPERATIONS

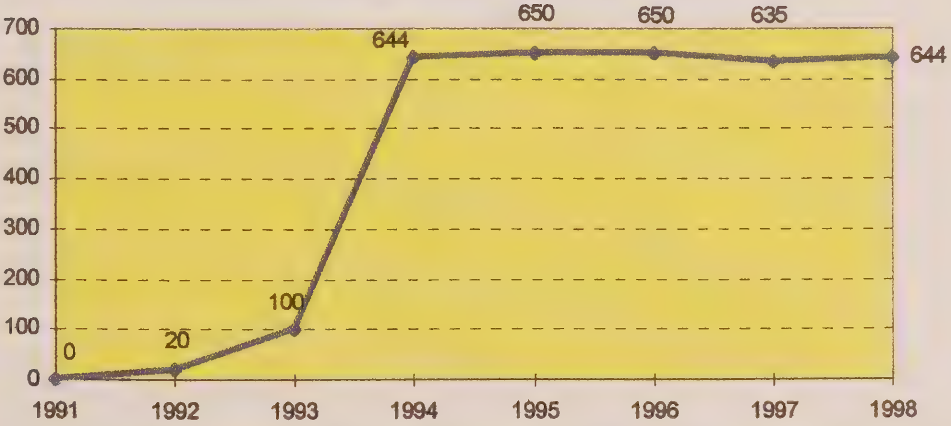
Hours of Litter Removal



Litter is picked up through State forces, Department of Corrections, and DOT's Adopt-a-Highway program.

Source: Bureau of Maintenance Engineering and Operations, NJDOT & Department of Corrections

Number of Adopt-a-Highway Locations

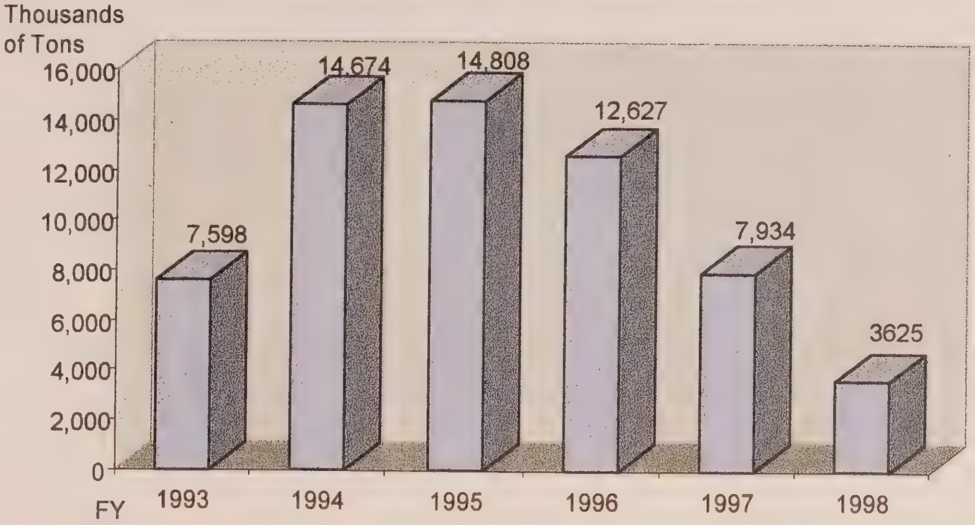


The number of adopt-a-highway locations rose dramatically between FY 1993 and FY 1994 and averaged 644 locations between FY 1994 and FY 1998.

Source: Bureau of Maintenance and Operations, Annual statistics, NJDOT

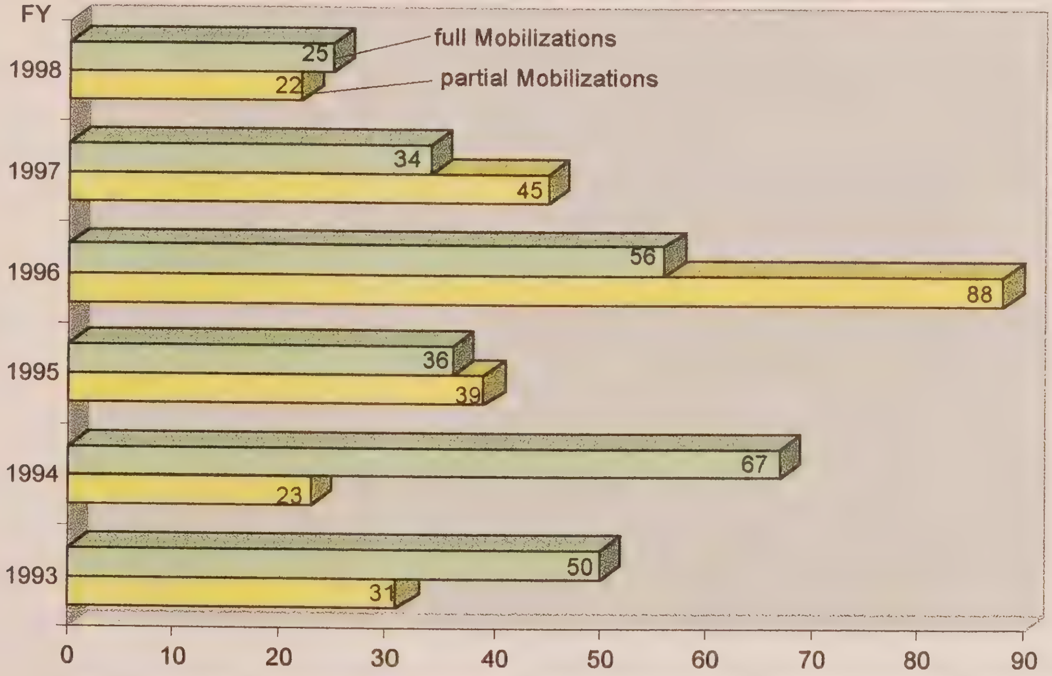
MAINTENANCE AND OPERATIONS

Bituminous Patch Used to Repair Roadways



Bituminous patch is used for roadway potholes and pavement deficiencies. Quantity fluctuation is attributed to several factors: 1. severity of weather, 2. resurfacing program, and 3. work priority. The significant reduction of bituminous patch use for 1997-1998 is due to the high number of Fast Track Resurfacing Contracts, and significant crack and joint sealing efforts in prior years.

Snow Preparedness: Number of Full and Partial Mobilizations

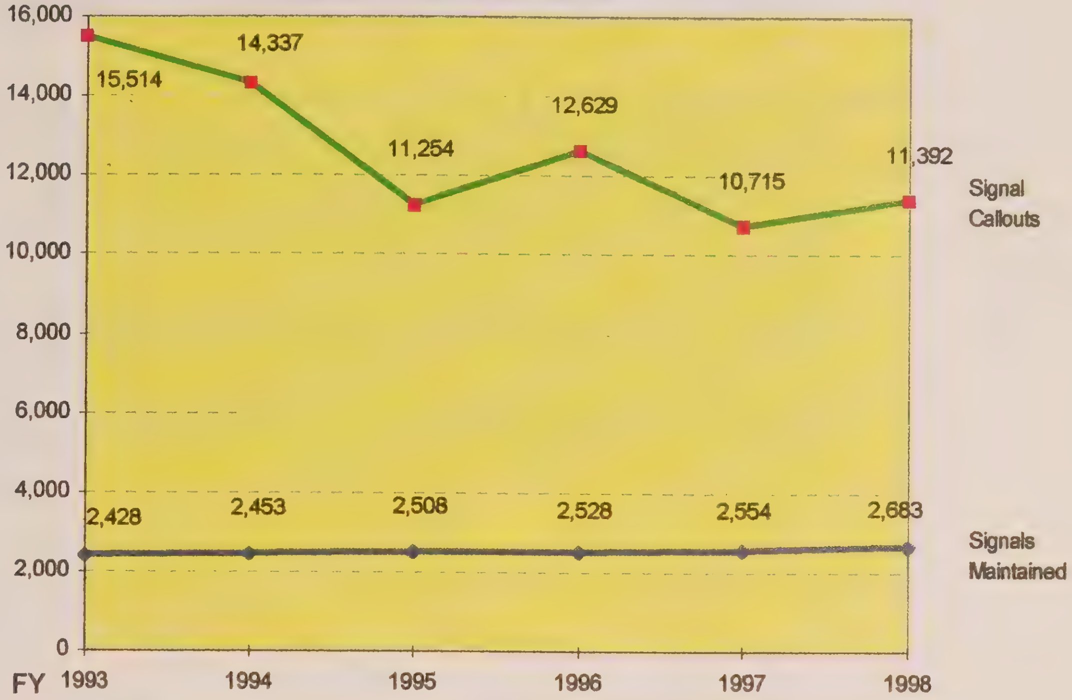


Full mobilizations are statewide efforts deployed for snow preparedness; partial mobilizations indicate tha only some crews and resources are used. The number of mobilizations indicate the severity of the winter. can be seen, 1998 was a very mild winter and 1996 was the most severe winter.

Source: Bureau of Maintenance and Operations, NJDOT

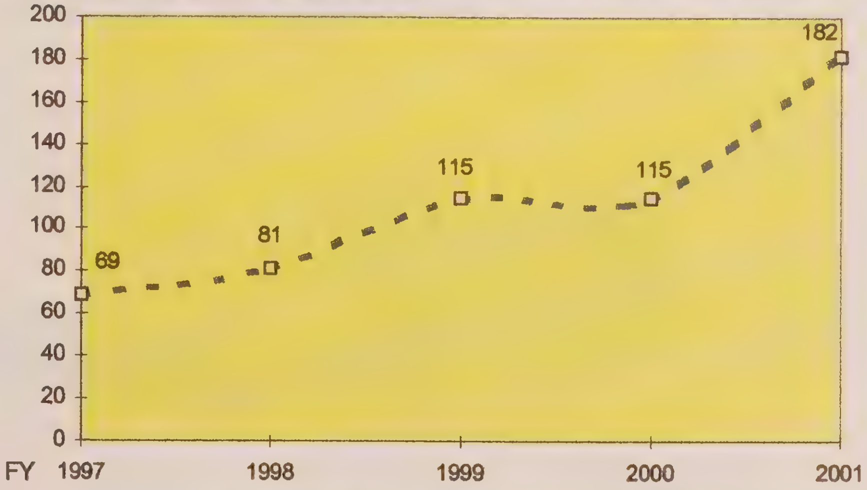
MAINTENANCE AND OPERATIONS

Number of Signal Callouts



Higher quality of signal lamps helped reduce signal callouts, even though the number of signals maintained increased slightly between 1993 & 1998.

Roadway Miles of Computerized Integrated Traffic Signals

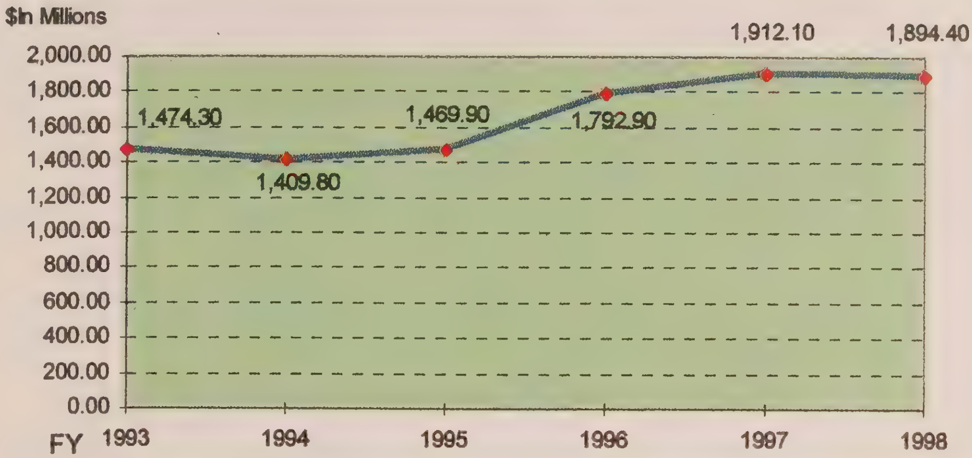


NJDOT has established goals to construct 182 roadway miles of integrated traffic signals by FY 2001. As of FY 98, 81 miles are operating and an additional 34 miles are under construction.

Source: Intelligent Transportation System (ITS) Engineering, NJDOT.

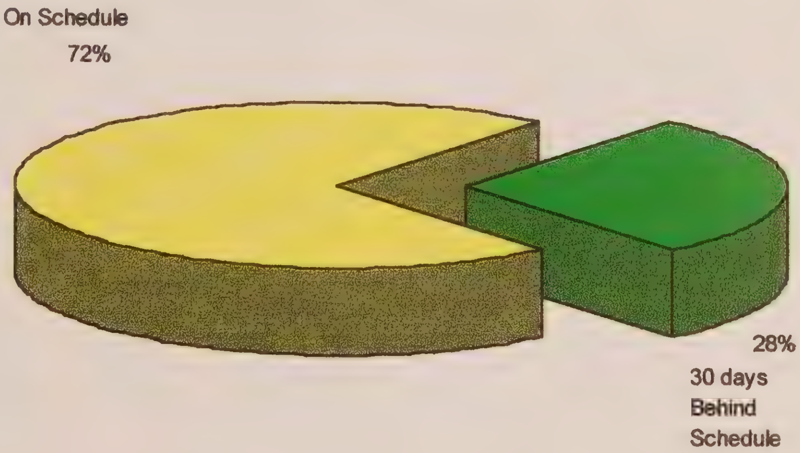
CAPITAL PROGRAM

Dollar Value of Capital Program Programmed in the State Budget



The annual Capital Program for NJDOT & NJ TRANSIT has increased almost a half billion dollars since FY95. This is due to an increase in the Transportation Trust Fund from $565 million to $700 million a year, and to Federal funding for NJ TRANSIT's Urban Core projects, FHWA Demonstration Projects and Partnership Funds.

Active Capital Project Schedule Status

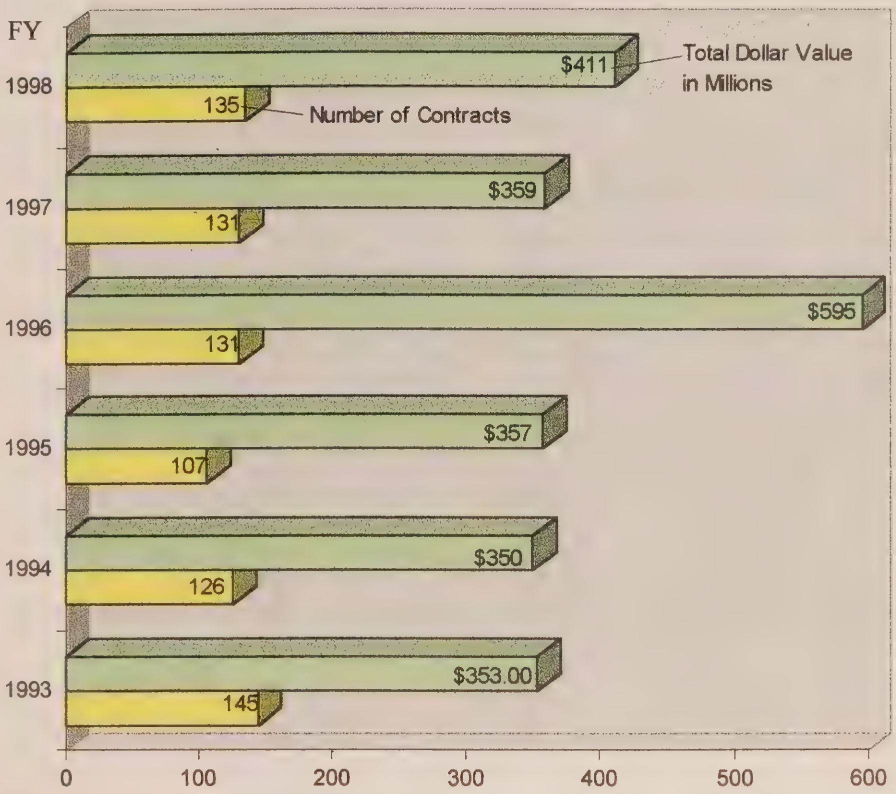


As of August 21,1998, of 187 active capital projects, 134 were on schedule and 53 were 30 days behind, using the 5 year Fiscal Program

Source: Capital Projects Status Report, October, 1998, Capital Programming, NJDOT, both charts.

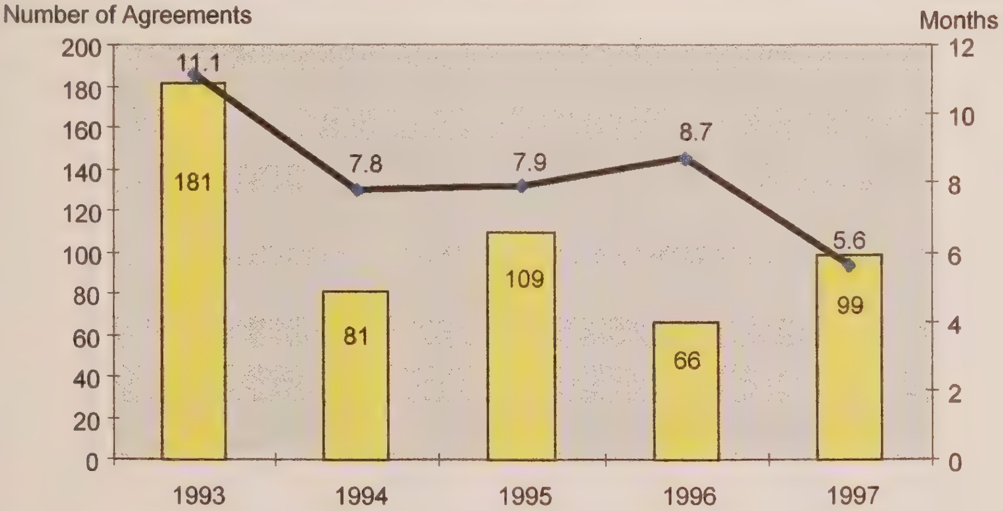
CAPITAL PROGRAM

Construction Contracts Awarded



The largest number of construction contracts awarded occurred in 1993 and the highest dollar value occurred in 1996.

Professional Service Agreement, by Calendar Year & Time from Consultant Selection to Agreement Execution



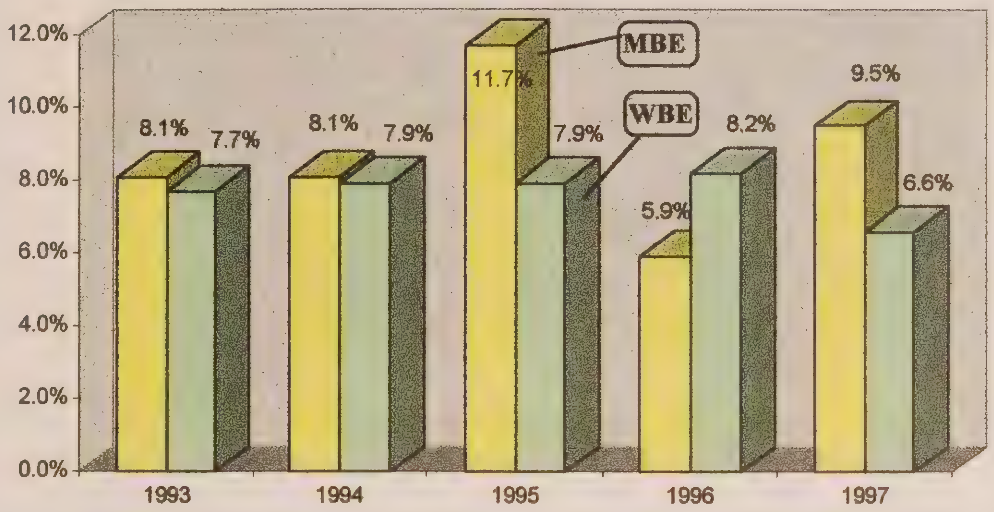
Both number of contracts and time between selection & agreement declined between 1993 and 1997

Source: Chart 1, Bureau of Construction Services/ Division of Procurement, NJDOT, Quarterly Reports
Chart 2, Bureau of Professional Services / Division of Procurement, NJDOT

CAPITAL PROGRAM

Procurement of Disadvantaged/Minority/Woman Owned Business Enterprise (D/M/WBE) Services

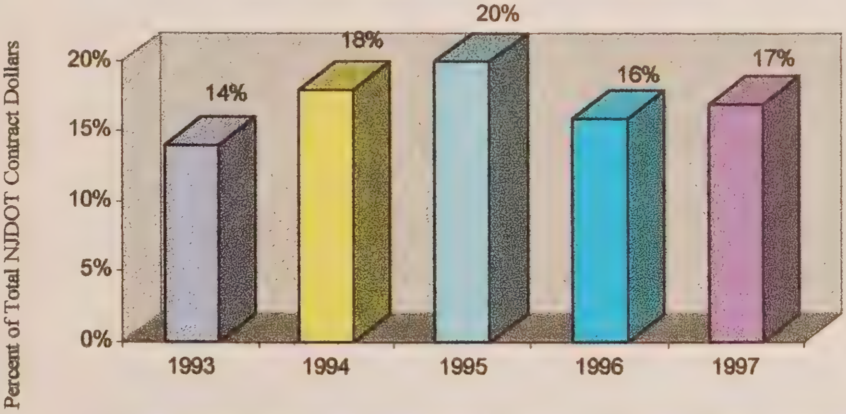
M/WBE Participation in State-Funded Contracts



NJDOT Annual Target = 10%
(7% MBE, 3% WBE)

In the period of 1993 to 1997 (Federal FY), NJDOT has exceeded the State Annual Target each year, except 1996 for MBE

DBE Participation in Federal Aid Contracts



Minimum
Mandated
Goal of 10%
for DBE

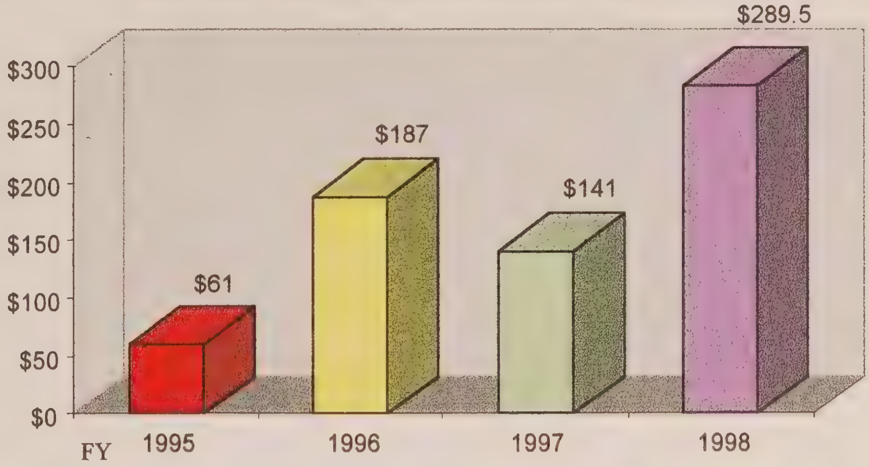
In the Federal Fiscal Years of the period 1993 to 1997, NJDOT has exceeded the Federal goal for DBE participation in Federal Program contracts participation.

Source: Federal FY - Monthly Report: DBE Program Highlights, Division of Civil Rights/Affirmative Action, NJDOT

CAPITAL PROGRAM

NJDOT Investments in State Development and Redevelopment Plan Designated Centers

Total Dollar Value of Projects in Designated Centers



The State Development and Redevelopment Plan (SDRP) encourages municipalities to accommodate future growth within "designated centers". Executive Order 114 in 1993 required all state agencies to comply with the SDRP. The dollar value of projects in designated centers is a primary indicator of how well NJDOT is allocating resources to these communities. As can be seen below, the number of projects in designated centers fluctuates from year to year, this is a function of the magnitude of costs associated with individual projects.

Source: NJDOT Capital Program 95, 96, 97, 98 data base, and Enhancement Program 1998.

Designated Centers

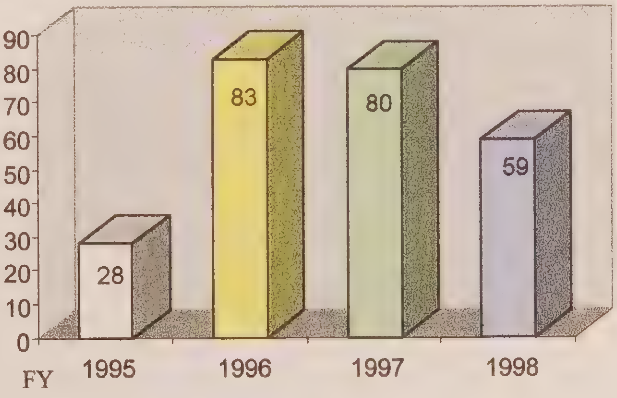
Urban Centers:
Atlantic City, Camden, Newark, Jersey City, Trenton, New Brunswick, Paterson, Elizabeth

Regional Centers:
Newton, Millville/Vineland, Dover, Princeton, Morristown, Long Branch. Red Bank, Somerville/Raritan, Stafford, Wildwoods

Town Centers:
Woodstown, Ridgefield, Hopatcong, Plumsted/New Egypt, Andover, Hightstown, Metuchen, Freehold, Elmer, Gloucester City, Bloomingdale, Wanaque, Washington/Robbinsville, Totowa

Village Centers:
Hopewell, Mendham, Cranbbury, Cape May Point, Oxford

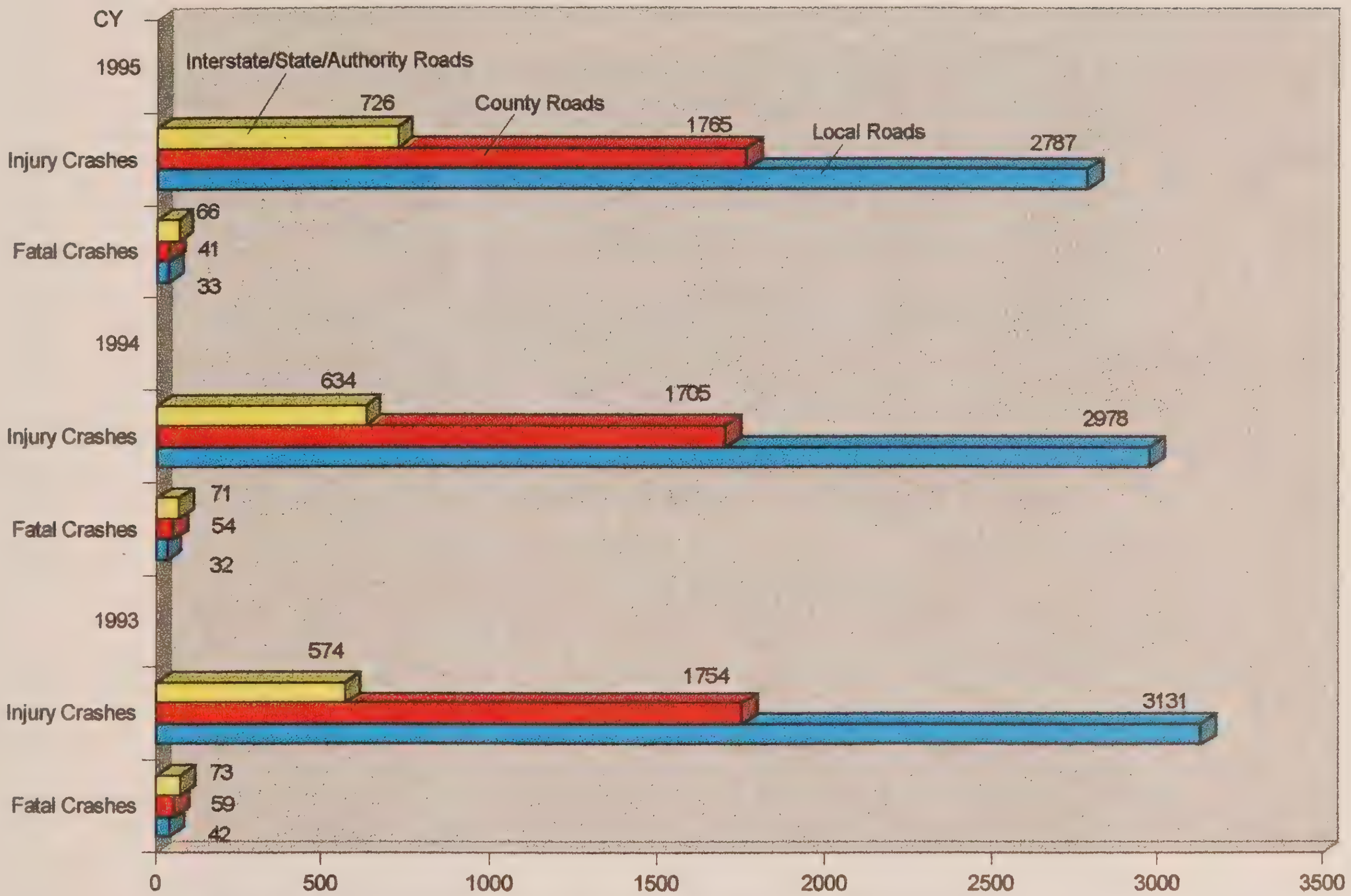
Number of NJDOT Projects in SDRP Designated Centers



Source: FY 95,96,97 and 98 Capital Program data base, NJDOT

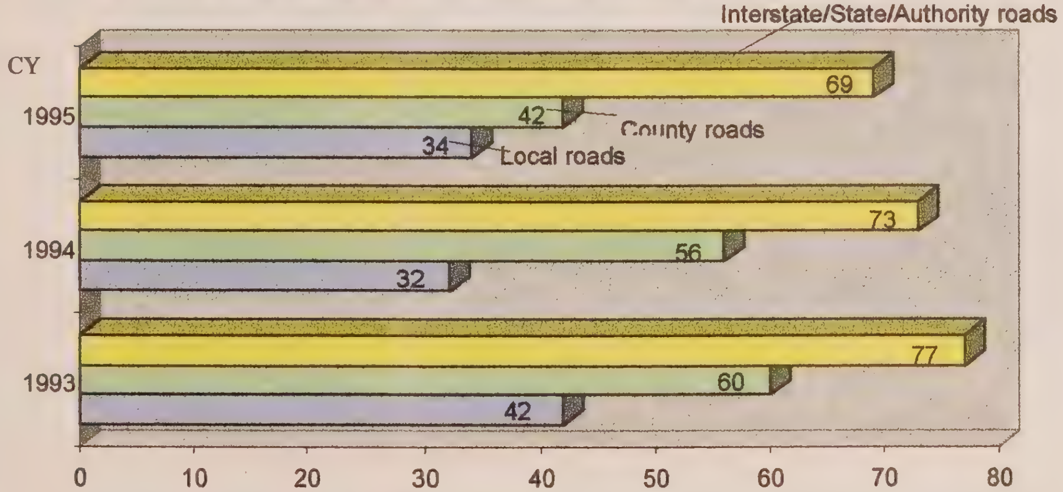
SAFETY

Vehicle Crashes Involving Pedestrians on New Jersey Roads



Local roads show the greatest number of injuries, but the lowest number of fatalities when compared to County & Interstate/State/Authority roads during the period 1993 to 1995.

Pedestrian Fatalities on New Jersey Roads

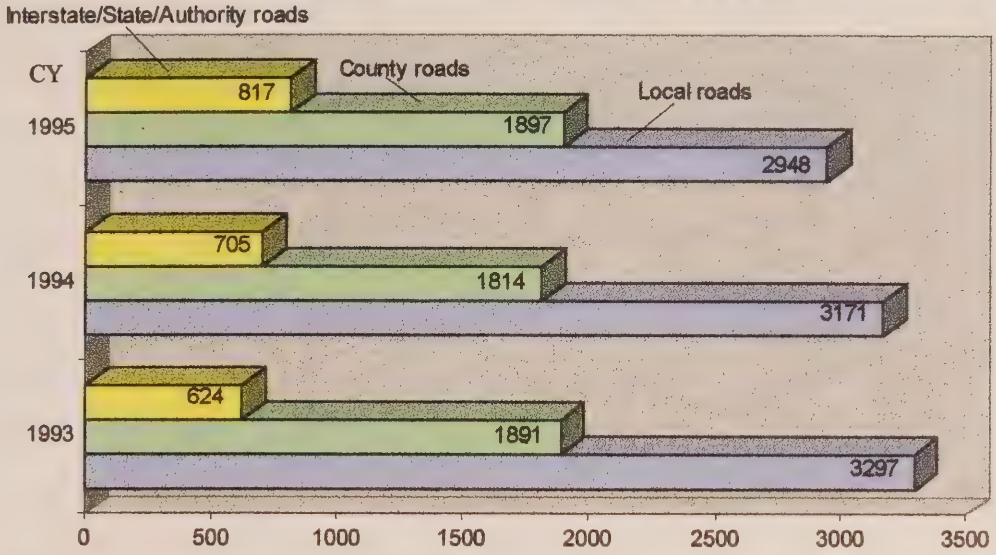


Pedestrian fatalities on all roadways have declined slightly from 1993 to 1995

Source: Annual Safety Reports, 1993, 1994 & 1995

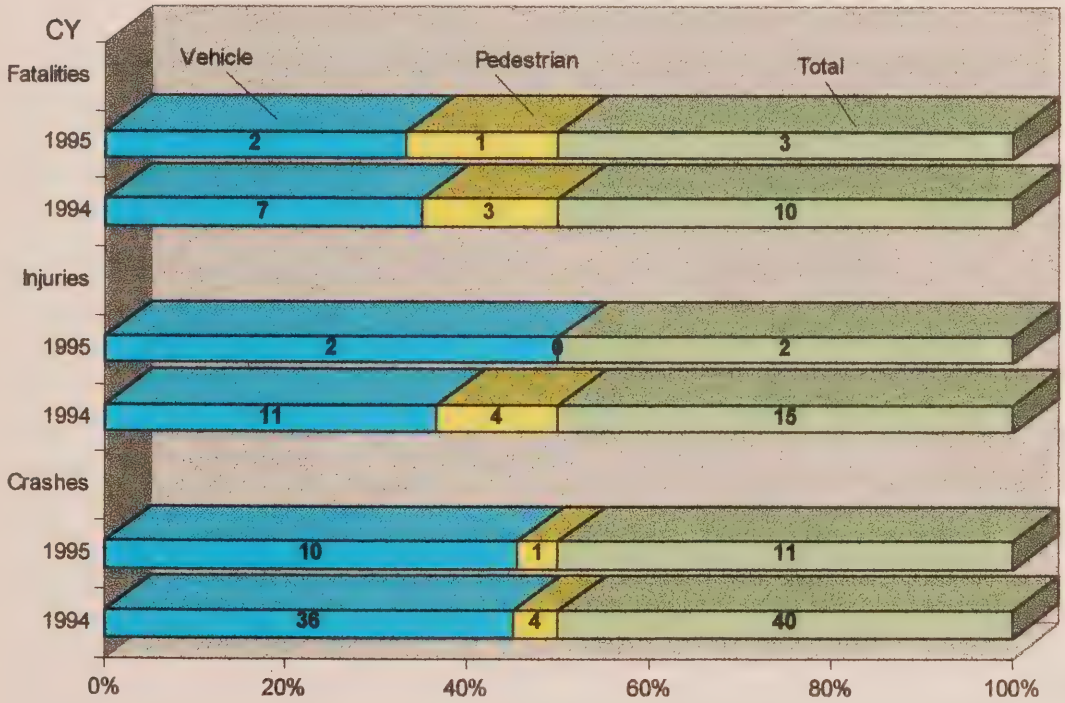
SAFETY

Pedestrian Injuries on New Jersey Roads



Pedestrian injuries were greatest on local roads however injuries decreased from 1993 to 1995. County roadway injuries increased from 1994 to 1995. Interstate/State/Authority roadway injuries have continually increased from 1993 to 1995.

Fatalities, Injuries and Crashes: At-Grade Railroad Crossings

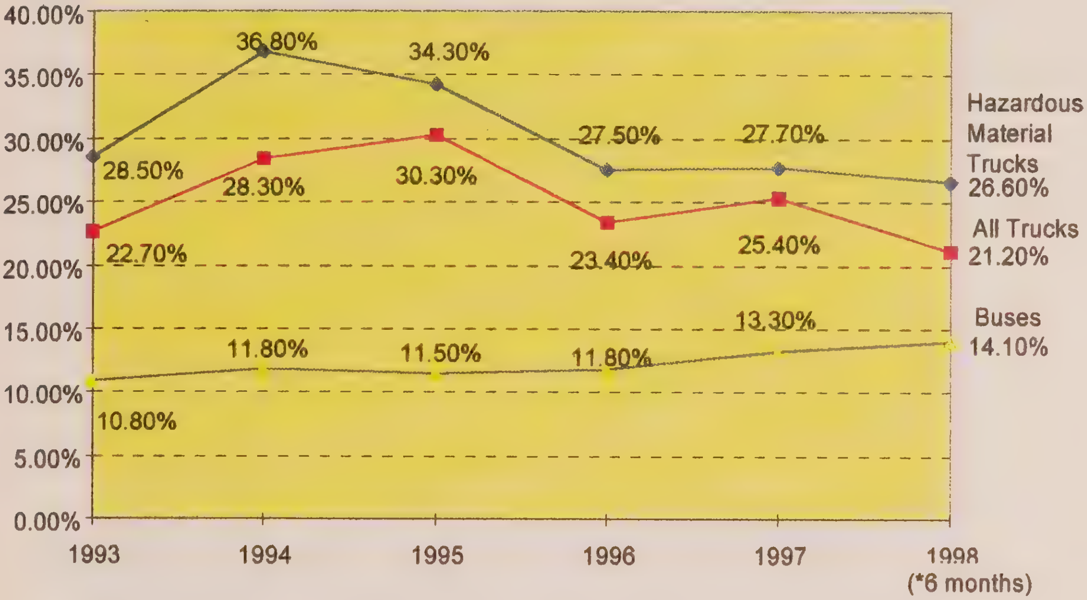


Pedestrian and vehicle crashes at railroad crossings have declined from 1994 to 1995.

Source: NJDOT Annual Safety Reports, 1993, 1994 & 1995

SAFETY

Percent of Commercial Vehicles Inspected that were Removed from Service Via Roadside/Terminal Inspections



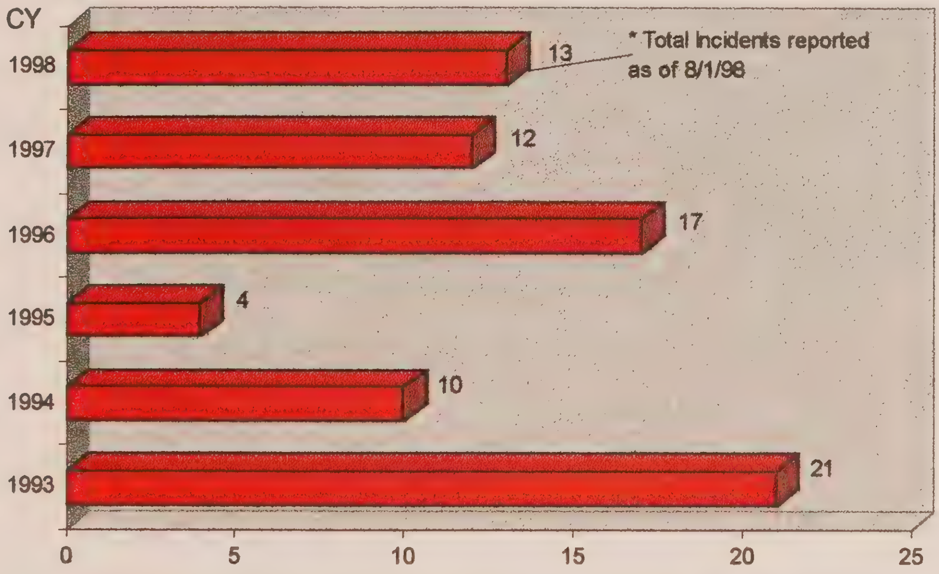
NJDOT and law enforcement agencies conduct roadside inspections of trucks and buses to assure vehicle safety and proper documentation. Vehicles can be placed "out-of-service" for certain mechanical difficulties which can cause spills or accidents.

Source: "Safety Net" system quarterly data, Bureau of Freight Services, NJDOT by Federal Fiscal Year

SAFETY

A "Work Zone" is defined as a work operation involving temporary traffic control. A work zone incident can be an accident, injury, near-miss or fatality which can involve non-DOT workers, DOT employee(s) or equipment in a work zone. An incident does not necessarily involve an injury or equipment damage. The figures shown below only indicate those incidents which are reported.

NJDOT Work Zone Incidents

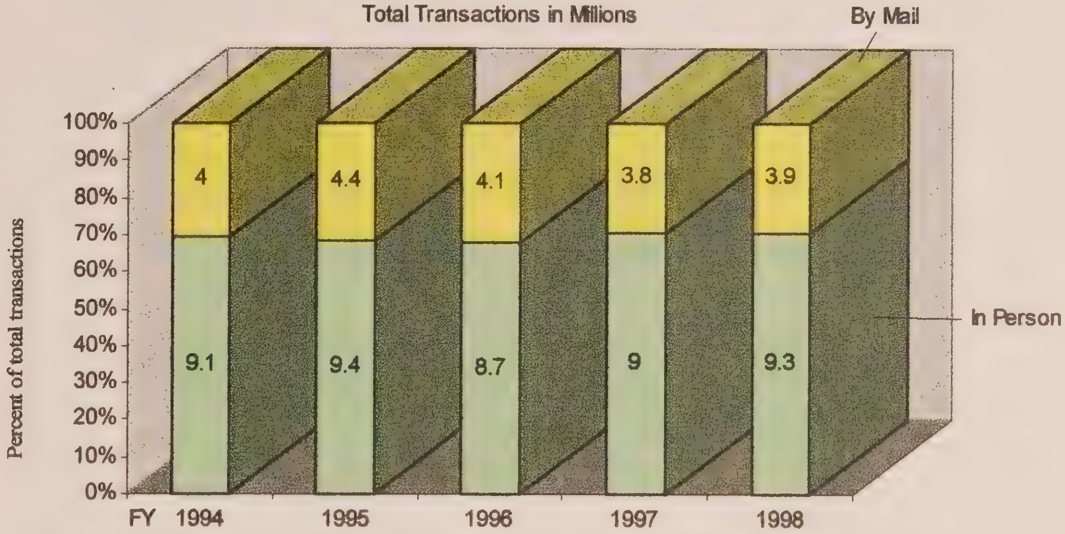


1995 was by far the safest year of the period 1993 to 1998

Source: Finance and Administration, NJDOT

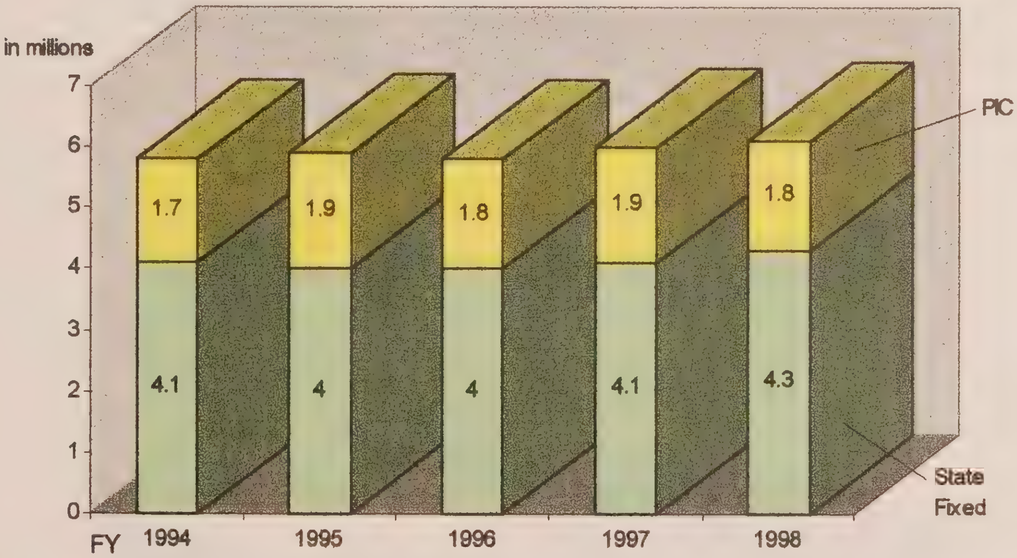
MVS OPERATING STATISTICS

MVS Transactions *(documents issued only)*



The majority of MVS document issue transactions are conducted in person.

Vehicle Inspections at State Fixed and Private Inspection Centers (PIC)

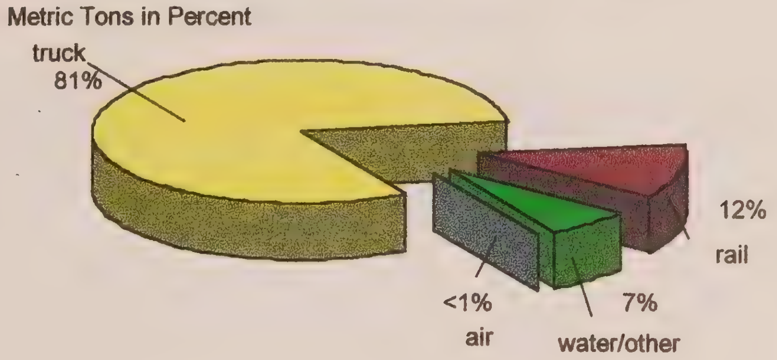


In FY 1994 thru 1998, State inspection centers conducted more than twice as many inspections as private centers

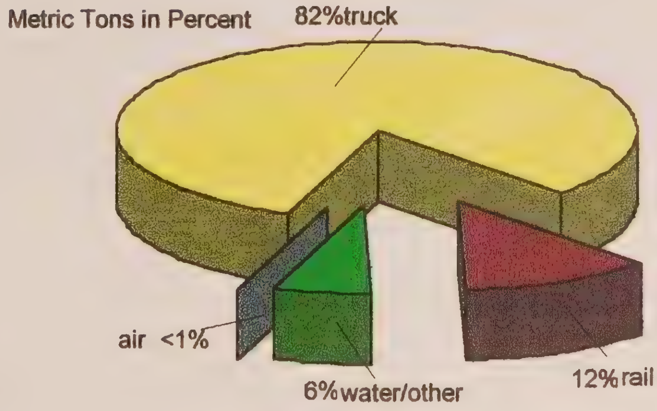
Source: MVS Planning Unit

GOODS MOVEMENT AND MODAL CHOICE

Trade Flows from the US into New Jersey

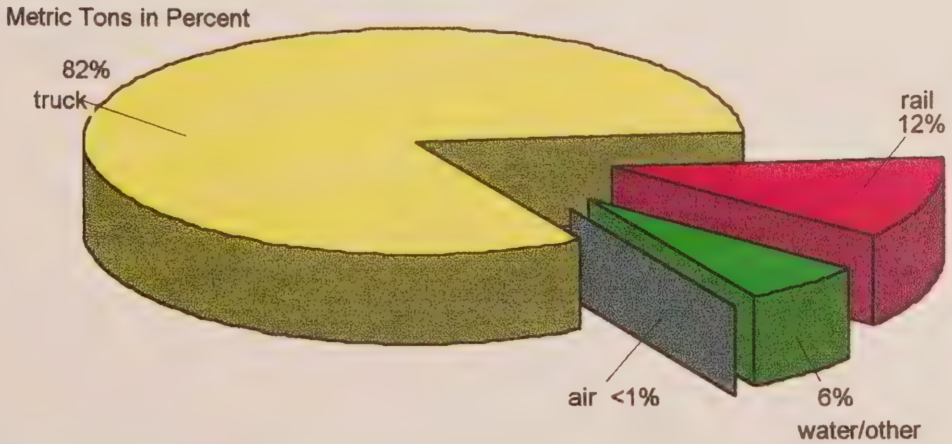


Trade Flows within New Jersey



In 1995, Trucking dominated the mode of choice for the movement of goods into, within and out of New Jersey, with rail the second choice.

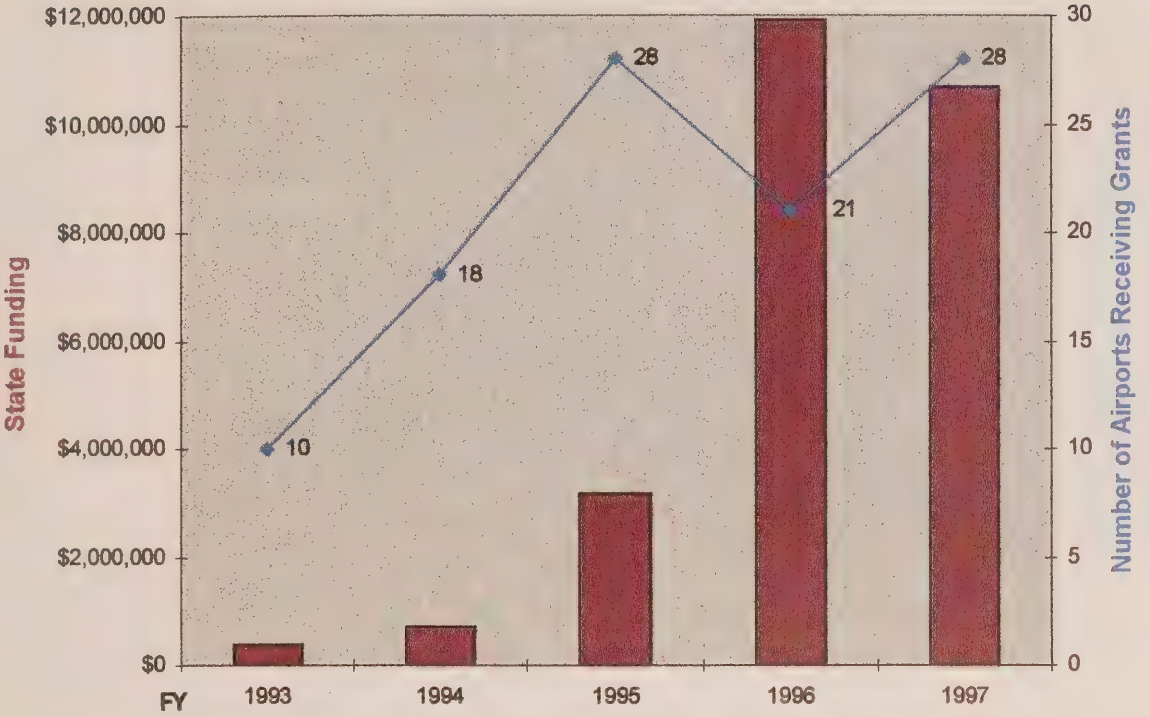
Trade Flows from New Jersey to US



Source: 1995 Goods Movement Data Base, NJDOT by Calendar Year

AIR CARRIER PASSENGER TRAFFIC

Improving the Airport System

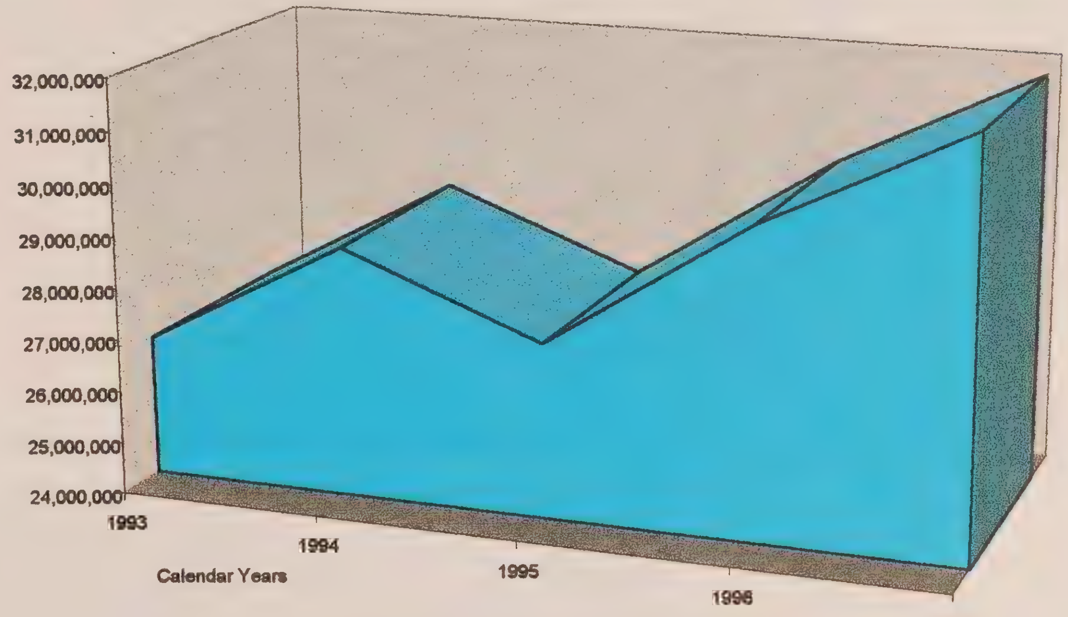


The division of Aeronautics has implemented a robust airport capital improvement program for the general aviation public use airports in New Jersey. The program is funded from the Federal Aviation Administration Block Grant Program, the New Jersey Transportation Trust Fund and from the New Jersey Airport Safety Fund. As the chart shows, over the past 5 years the program has increased the support to improve airports in an effort to build a strong, viable statewide airport system.

Source: For Trenton-Mercer Airport, County of Mercer; For Atlantic City Airport, South Jersey Transportation Authority; For Newark International Airport, The Port Authority of NY & NJ.

AIR CARRIER PASSENGER TRAFFIC

Total Passenger Volume at New Jersey Airports



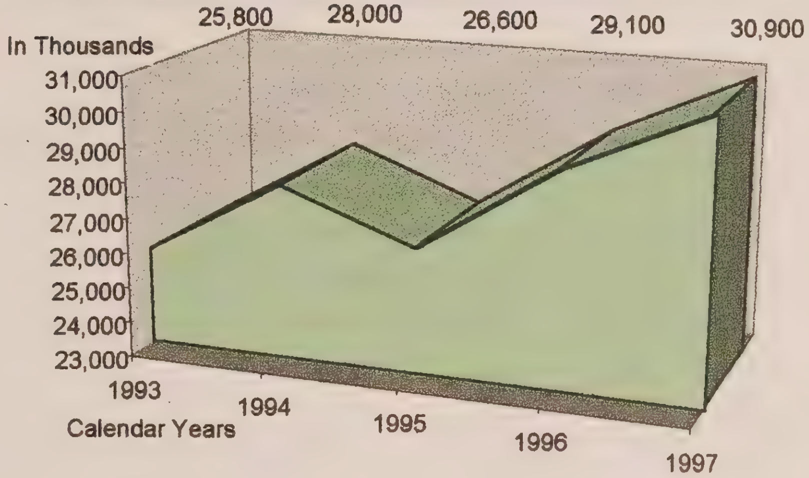
Passenger traffic at New Jersey's air carrier airports continues to show growth. Over the past five years, increase in international traffic at Newark International Airport and the growth of air carrier service at Trenton Mercer and Atlantic City International Airports have sustained this trend.

Year	Totals
1993	26,709,492
1994	28,817,753
1995	27,355,623
1996	29,923,449
1997	31,870,151

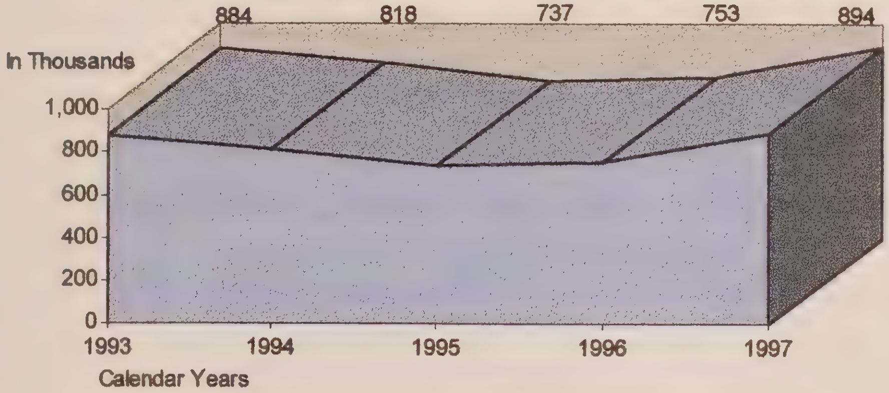
Source: All data in Calendar Year - For Trenton-Mercer Airport, County of Mercer; For Atlantic City Airport, South Jersey Transportation Authority; For Newark International Airport, The Port Authority of NY & NJ.

AIR CARRIER PASSENGER TRAFFIC

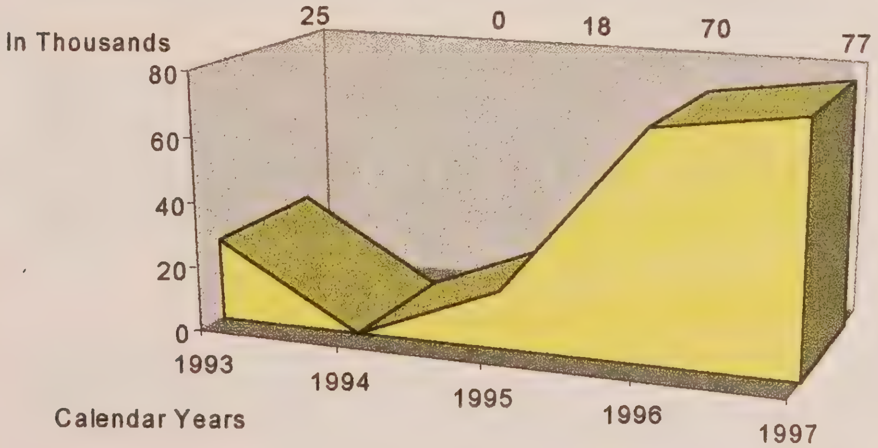
Passenger Volume at Newark International Airport



Passenger Volume at Atlantic City International Airport



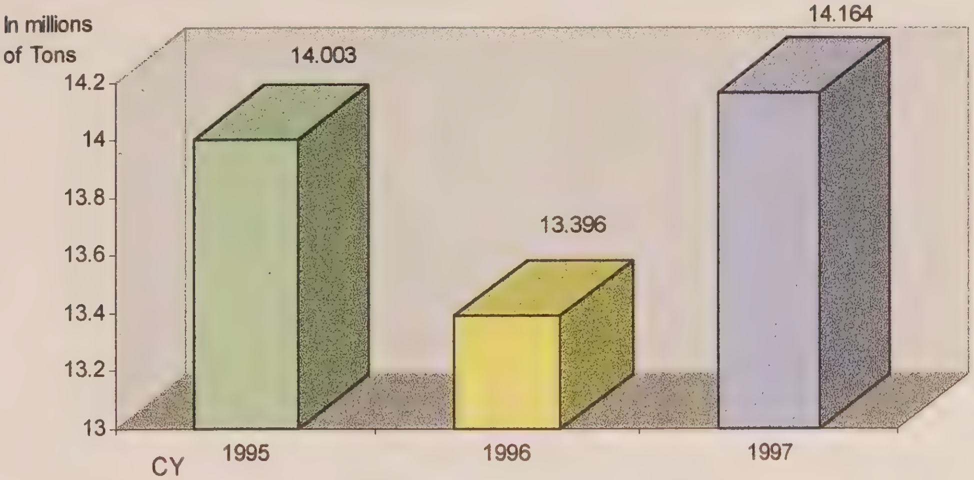
Passenger Volume at Trenton-Mercer Airport



Source: For Trenton Mercer Airport, County of Mercer ; For Atlantic City Airport, South Jersey Transportation Authority; For Newark International Airport, The Port Authority of NY & NJ.

GOODS MOVEMENT AND MODAL CHOICE

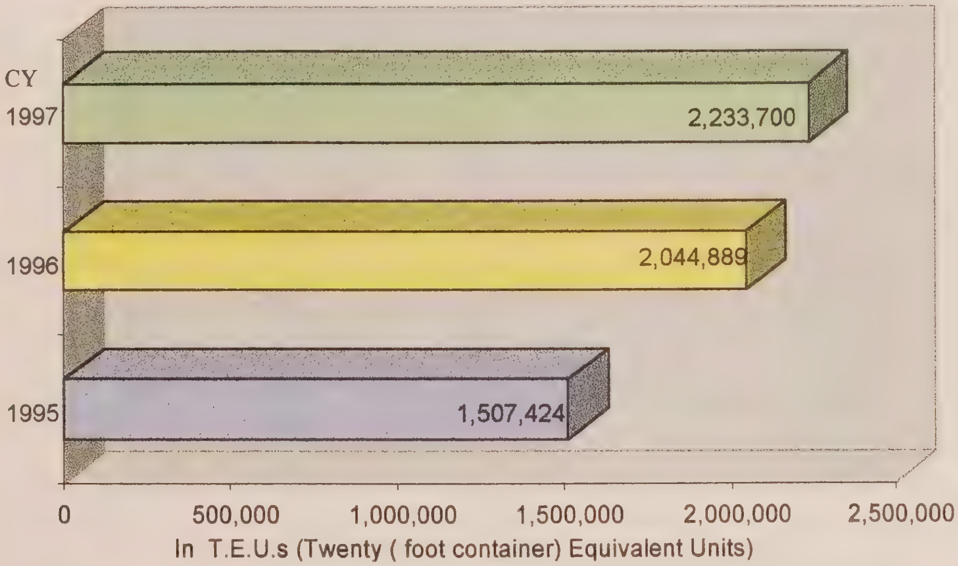
Marine Cargo Handled Through Northern New Jersey Marine Facilities



General cargo at the Northern New Jersey Port is up 5.4% from 1996 levels and is up slightly from 1995 levels, because of growing imports.

Note: Facilities include Port Newark, The Port Authority Elizabeth Marine Terminal, Auto Marine Terminal and Global Container.

Marine Container Volumes Handled Through Northern New Jersey Marine Facilities

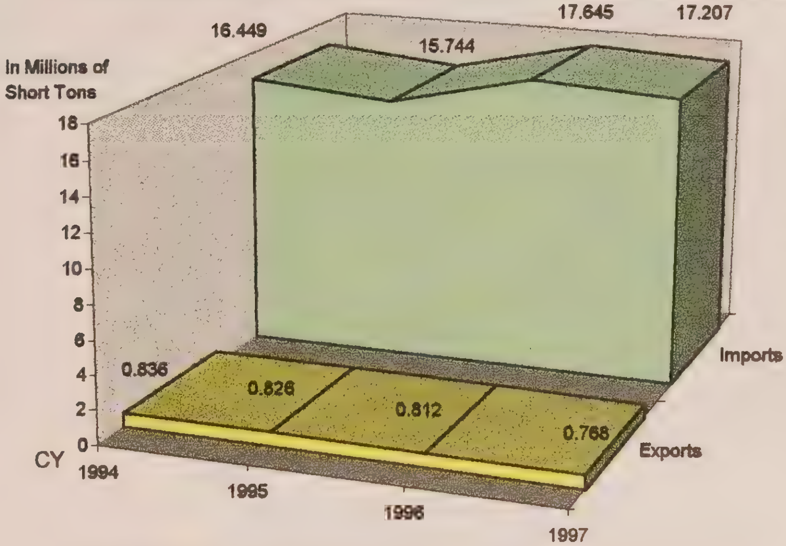


Containerized cargo has grown at a far more rapid rate than general cargo due to the sluggish growth of breakbulk cargoes, such as iron and steel products, coffee, and lumber and forest products. Containerized cargo in 1997 was up 33% over 1995 levels and was up 8.5% over 1996.

Source for both: Marketing Division of Port Commerce Department, PANY&NJ

GOODS MOVEMENT AND MODAL CHOICE

Cargo Imports & Exports Through Southern New Jersey Ports

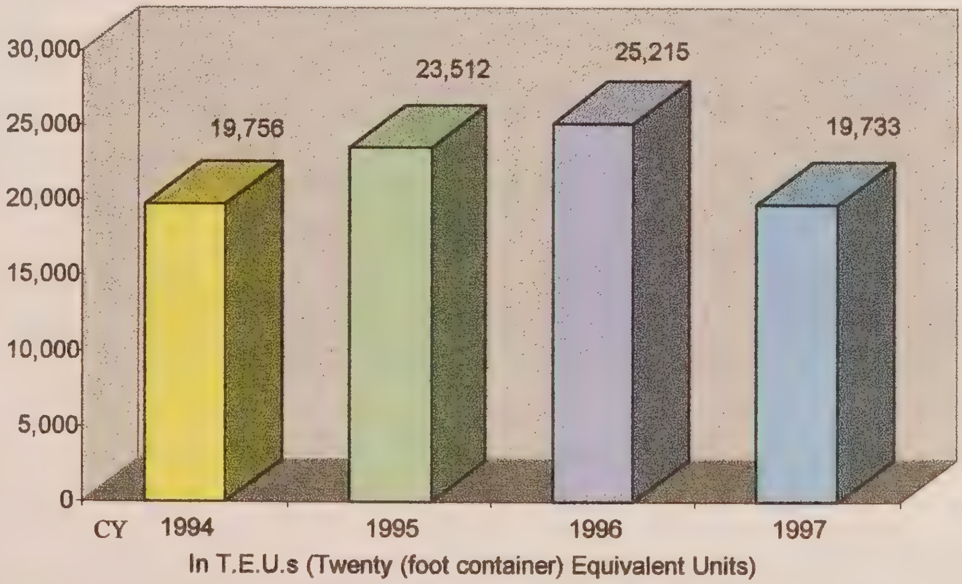


In 1993, New Jersey and Pennsylvania's governors signed an agreement unifying the Ports of Philadelphia and Camden to increase the international competitiveness of the region's ports.

The Ports are the leading destination for petroleum, steel, paper, wood products and meat. The key cargoes handled by Southern New Jersey ports are petroleum, steel, wood products, fruit, cocoa beans and scrap metal.

Southern New Jersey ports generate far more import activity than export activity. The Importation of petroleum, steel products, wood products and fruit far outweighs the export of scrap metal.
Data Source: Bureau of the Census; Global Trade Information Services.

Southern New Jersey Container Trade



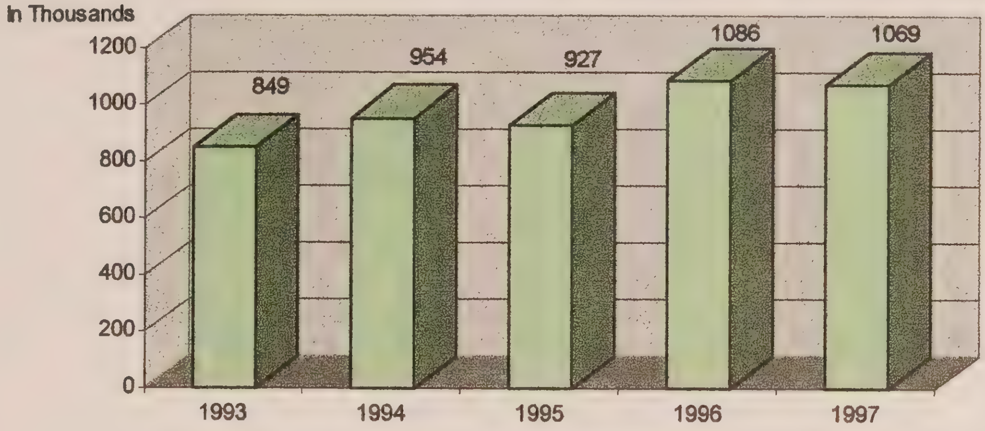
Southern New Jersey ports' performance in the handling of containerized cargoes are more modest than that of non-containerized cargoes. The year 1995 and 1996 showed substantial increased growth of 19% and 7%. Market conditions in year 1997 were unfavorable and effected a decrease of 21%.

Note: Ports included are: Gloucester, Salem, Camden & Pennsauken

Data Source: Journal of Commerce PIERS

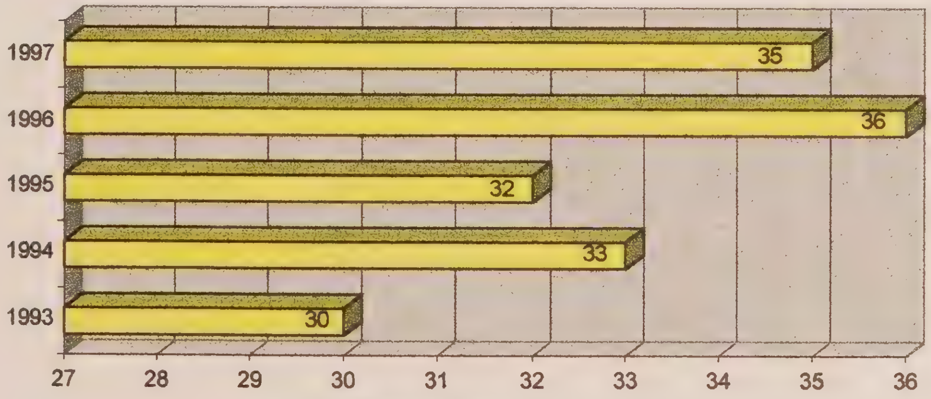
GOODS MOVEMENT AND MODAL CHOICE

Freight Railcars Handled



A robust economy has contributed to an increase in freight railcars handled between 1993 and 1996

Rail Freight Handled



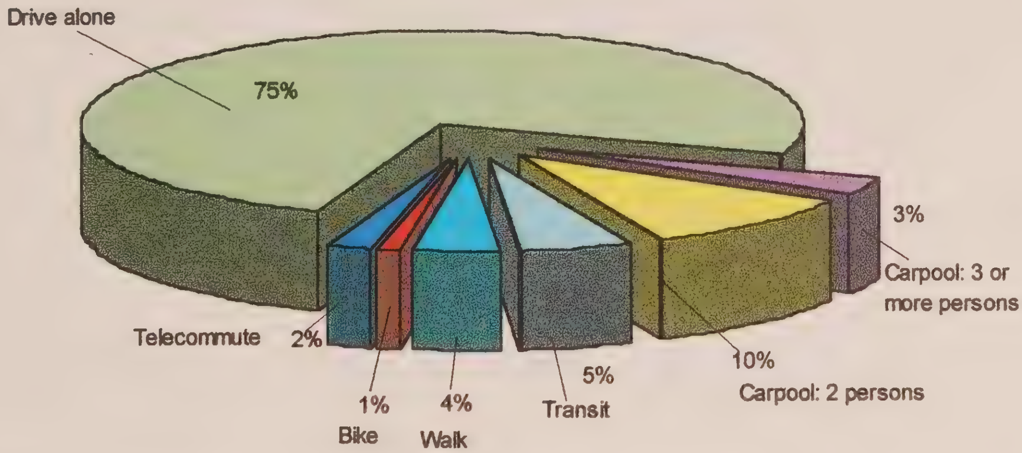
In Millions of Tons

Rail Freight Handled Increased by 20% between 1993 and 1996

Source: Association of American Railroads, Policy, Legislation, and Communications Department by Calendar Year

GOODS MOVEMENT AND MODAL CHOICE

Modal Choice: Journey to Work - 1990



Driving alone is still the overwhelming modal choice for travel to work.

Source: Journey to Work Characteristics, 1990 Census by Calendar Year

CONTACT SOURCE FOR CHARTS, 1998 ANNUAL REPORT

CHART	NAME	ADDRESS & PHONE #
Roadway Ownership by Miles	George Kuziw, Mgr, Trans. Data Development Resource; Jim Carl	Bureau of Data Development 530-3510 MOB, 2nd Floor
Congested* Route-Miles by Functional Classification	Bob Miller, Mgr Congestion Management Resource; Ira Levinton	Bureau of Technical Analysis 530-2846, 2nd fl. MOB
Percent of State Bridges which are Load Posted	Salim Baig, Mgr. Harry Capers, Mgr, Structural Engineering	Structural Evaluation & Bridge Management 530-2482
SubStandard State Bridge Decks	Amil Mehta; Resource	"
Pavement in State of Good Repair	John Walz, Mgr Bur. Project Support & Engineering Resource; Andy Jumikins	Pavement Management System, 530-3036
Structurally Deficient Bridges: State Jurisdiction	Amil Mehta; Resource	Structural Evaluaation & Bridge Management 530-2482
Hours of Litter Removal	Jim Rush, Mgr Bur. Maint. Engr. Resource; Clint Griggs	Bur. of Maintenance & Operations 530-3740
Number of Adopt-a-Highway Loc.	I.B. Senyk; Resource Manager, Operations	Bureau of Maintenance & Operations 5th Fl. E&O 530-2713
Bituminous Patch Used to Repair Roadways	Richard Shaw, Acting Director Operations	Maintenance & Operations 2nd Floor, E&O 530-2589
Snow Preparedness, # of Full & Partial Mobilizations	"	"
Number of Signal Callouts	Jim Rush, Mgr. Bur. Maint. Engr.530-2702, 1st Fl, E&O Resource; Larry Sroka	Maintenance & Engineering 1st Floor, E&O 530-3740
Roadway Miles of Computerized Integrated Traffic Signals	Tom Fuca, Manager, Intelligent Transportation Systems	ITS Section, 7th Fl, E&O 530-2958 Fax: 530-2497
Dollar Value of Capital Program Programmed in the State Budget	Jack Lettiere, Dir. Resource; Mark Stout	Capital Program Control & Support Services 2nd Floor, E&O 530-2191
Active Capital Project Schedule Status	Ron Jones, Manager Resource; Jerry Bridges	Program Support Services 2nd Floor, E&O 530-2494 530-3782

Construction Contracts Awarded	Jake Isler, Mgr. Bur. Constr. Services & Procurement	Div. Of Procurement, NJDOT 1st Floor, F&A 530-2103
Professional ServiceAgreement, by Calendar Year & Time from Consultant Selection to Agreement Execution	John Naiman, Dir. Procurement	Professional Services, NJDOT 1st Floor, F&A 530-6354
Procurement of Disadvantaged/ Minority/Woman Owned Business Enterprises (D/M/WBE)	Anthony Davis, Dir. Affirmative Action & Civil Rights Resource; Linda Errico	Div. Of Civil Rights/Affirmative Action 2nd Floor, F&A 530-2130
DBE Participation in Fed.Aid Contracts	“	”
NJDOT Investments in State Development & Redevelopment Plan Designated Centers	Mark Stout, Mgr. Capital Program Development(CPD)	Capital Programming 2nd Floor E&O 530-8069
Number of NJDOT Projects in SDRP Designated Centers	Mark Stout, Mgr. (CPD) Resource; Mila Tau Resource; Robert Goslin	Capital Programming 530-5657 530-5657 3rd Floor, MOB 530-3640
Vehicle Crashes Involving Pedestrians on New Jersey Roads	Steve Warren, Mgr. Resource;Dave Russo,	Traffic Engr.& Safety Prog. 7th Floor, E&O 530-3879 530-4671
Pedestrian Fatalities on NJ Roads	“	”
Pedestrian Injuries on NJ Roads	“	”
Fatalities, Injuries, & Crashes: At-grade RR Crossings	“	”
Percent of Commercial Vehicles Inspected that were Removed from Service Via Roadside/Terminal Inspections	Ted Matthews, Mgr. Ports, Terminals & Freight Services Resource; Tom Harcar	Bureau of Freight Services 3rd Floor, MOB 530-8030
NJDOT Work Zone Incidents	Tony Pellegrino, Mgr	Bureau of Safety 3rd Floor, MOB 530-5472
MVS Transactions(documents issued only)	Asst. Comm. Richard Kamin Resource; Marvin Porter	MVS Planning, CN-162 9 West, 225 East State St., Trenton, NJ 609-984-0313 292-4590
Veh. Inspections at State Fixed & Private Inspection Centers	“	”
Trade Flows from US into NJ	Ted Matthews Mgr, Freight Services Resource; John Powers	Freight Services, NJDOT 3rd Floor, MOB 530-8026
Trade Flows within NJ	“	”

Trade Flows from NJ to US	“	”
Improving the Airport System	Emmett O’Hare Dep. Dir., Aeronautics	Division of Aeronautics, NJDOT 3rd Floor, MOB 530-2900
Total Passenger Volume at NJ Airports	Emmett O’Hare Dep. Dir., Aeronautics	Division of Aeronautics, NJDOT 3rd Floor, MOB 530-2900 530-2907
Passenger Vol @ Newark IAP	Gloria Martinez	PA NY & NJ 1 World Trade Center, Aviation Department 65 North, New York, NY 10048 212-435-4844 212-435-4069
Passenger Volume at Atlantic City IAP	Emmett O’Hare Dep. Dir., Aeronautics	Division of Aeronautics, NJDOT 3rd Fl. MOB 530-2900
Passenger Volume @ Trenton-Mercer Airport	“	”
Marine Cargo Handled Through Northern New Jersey Marine Facilities	Bob Beard	Port Commerce Dept. 1 World Trade Center 34th Floor West New York, NY 10048 212-435-6547 Fax: 212-435-2309
Marine Container Volumes Handled Northern New Jersey Marine Facilities	“	
Cargo Imports & ExportsThrough Southern NJ Ports	Jose Brignoli,	Port of Philadelphia & Camden 3460 North Delaware Ave., Room 207 Philadelphia, PA 19134 Ph. 215-427-8308 Fax: 215-427-8309
Southern New Jersey Container Trade	“	”
Freight Railcars Handled	Dan Keen, Via Ted Matthews,	Assn of American Railroads 50 F. Street Washington, DC 20001 Ph. 202-639-2324 Fax:202-639-2499
Rail Freight Handled	“	”
Modal Choice: Journey to Work - 1990	1990 Census Bureau	Census Transportation Planning Package

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